



DEPARTMENT OF THE NAVY

USS FAHRION (FFG-22)
FPO AA 34091-1478

Recd 3/13/95

5750
FFG22/104
01 Mar 95

From: Commanding Officer, USS FAHRION (FFG 22)
To: Director of Naval History (OP-09BH), Washington Navy Yard,
Washington, DC 20374-0571

Subj: 1994 COMMAND HISTORY OF USS FAHRION (FFG 22)

Ref: (a) OPNAVINST 5750.12E

Encl: (1) Command Mission and Organization
(2) Chronology for 1994
(3) Command History Narrative
(4) Supporting Documents

1. In accordance with reference (a), enclosures (1) through (4) are submitted.


J. T. HARRINGTON

Copy to:
COMNAVSURFLANT (N02P)
COMDESRON SIX
COMNAVSURFGRU CHARLESTON SC

COMMAND MISSION AND ORGANIZATION

FAHRION's mission is to train her active duty personnel and selected reservists as a team to maintain full combat readiness. FAHRION routinely deploys from her homeport to accomplish this and other missions, such as counter-narcotic operations and enforcement of United Nations sanctions. FAHRION is often called upon to perform such missions on short notice and without selected reserve augmentation. Other missions include providing self-defense in the protection of underway replenishment groups, amphibious forces and merchant shipping against subsurface, air and surface threats and conducting prompt and sustained ASW operations in conjunction with other sea control forces tasked to ensure friendly use of vital sea lines of communications.

FAHRION is a unit of Destroyer Squadron SIX, Captain Francis D. Meyer, USN, Commanding, and is homeported in Charleston, SC. The ship's Commanding Officer is CDR James T. Harrington, USN. A biography and photograph are included in enclosure (4). The Executive Officer is LCDR Kevin Maloney, USN. The Command Senior Chief is BMCS(SW) George F. Bryant. Department heads are LCDR (b)(6), Engineer; LT (b)(6), Combat Systems; LT (b)(6), Operations; LT (b)(6), Supply; and CDR Robert A. Hunt, Selected Reserve Coordinator.

CHRONOLOGY FOR 1994

JANUARY

JAN 1-9 Inport Charleston, holiday upkeep
JAN 10-21 Inport Charleston
JAN 22-23 Underway, Naval Reserve Training (NRT) weekend
JAN 24-31 Inport Charleston

FEBRUARY

FEB 1-4 Inport Charleston
FEB 5-6 Underway, NRT weekend
FEB 7-11 Inport Charleston, Logistics Management Assessment (LMA)
FEB 12-13 Underway, NRT weekend
FEB 14-15 Underway, en route Roosevelt Roads, PR
FEB 16 Inport Roosevelt Roads, PR
FEB 17-20 Underway, COMDESRON SIX annual missile exercise
FEB 21-23 Port visit, San Juan, PR
FEB 24 Underway, en route Roosevelt Roads, PR
FEB 25-27 Inport Roosevelt Roads, PR
FEB 28 Underway, en route Maritime Counter-Drug Operations (CDOPS)

MARCH

MAR 1-12 Underway, Maritime CDOPS
MAR 13-15 Underway, en route Charleston
MAR 16-17 Inport Charleston Naval Weapons Station for ammunition offload
MAR 18-25 Inport Charleston
MAR 26-27 Underway, NRT weekend
MAR 28-31 Inport Charleston, Pre-Selected Restricted Availability (SRA)

APRIL

APR 1-17 Inport Charleston, Pre-SRA continues
APR 18-30 Inport Charleston, SRA

MAY

MAY 1-13 Inport Charleston, SRA
MAY 14-15 Inport Charleston, NRT weekend
MAY 16-31 Inport Charleston, SRA

JUNE

JUN 1-17 Inport Charleston, SRA
JUN 18-19 Underway, NRT weekend en route Norfolk, VA
JUN 20 Inport Norfolk
JUN 21-24 Underway, Core Training of Midshipmen (CORTRAMID)
Virginia Capes Operating area (VACAPES OPAREA)
JUN 25-26 Underway, en route Charleston
JUN 27 Inport Charleston
JUN 28-29 Inport Charleston Naval Weapons Station for
ammunition onload
JUN 30 Underway, en route Eastport, ME

JULY

JUL 1-2 Underway, en route Eastport, ME
JUL 3-5 Port Visit, Eastport, ME
JUL 6 Underway, en route Newport, RI
JUL 7-8 Inport Newport for commissioning of USS RHODE ISLAND
(SSBN 721)
JUL 9-10 Underway, en route Charleston
JUL 11-17 Inport Charleston
JUL 18-20 Underway, en route Haiti
JUL 21-31 Underway, Operation SUPPORT DEMOCRACY

AUGUST

AUG 1-22 Underway, Operation SUPPORT DEMOCRACY
AUG 23-26 Underway, Operation ABLE VIGIL
AUG 27-31 Limited Team Training (LTT), TSTA I, Guantanamo Bay,
Cuba

SEPTEMBER

SEP 1-2 Guantanamo Bay, LTT, TSTA I
SEP 3-5 Port visit, Montego Bay, Jamaica
SEP 6-15 Guantanamo Bay, LTT, TSTA I
SEP 16-18 Underway, en route Charleston
SEP 19-23 Inport Charleston, Combat Systems Training Group
(CSTG), TSTA I
SEP 24-25 Underway, NRT weekend
SEP 26-30 Inport Charleston, CSTG, TSTA I

OCTOBER

OCT 1-12 Inport Charleston
OCT 13 Underway, en route Mayport, FL
OCT 14 Inport Mayport
OCT 15-16 Underway, NRT, COMDESRON SIX Maritime War at Sea
Exercise (MARWAREX 1-95)
OCT 17-21 Underway, MARWAREX 1-95
OCT 22-24 Underway, en route Charleston
OCT 25-28 Inport Charleston, Surface Warfare Training Week
(SWTW) 1-95
OCT 29-30 Inport Charleston
OCT 31 Underway, ETG assist visit

NOVEMBER

NOV 1-4 Underway, ETG assist visit
NOV 5-6 Underway, NRT weekend
NOV 7-28 Inport Charleston, Operational Propulsion Plant
Examination (OPPE) preparations
NOV 29 Inport Charleston, OPPE
NOV 30 Underway, OPPE

DECEMBER

DEC 1 Inport Charleston, OPPE
DEC 2-4 Inport Charleston
DEC 5-9 Inport Charleston, CSTG 20B5 Combat Systems Team
Trainer, TSTA II
DEC 10-11 Inport Charleston, NRT weekend
DEC 12-15 Inport Charleston, CSTG 20B5 Combat Systems Team
Trainer, TSTA II
DEC 16-31 Inport Charleston, holiday upkeep

COMMAND HISTORY NARRATIVE

JANUARY

FAHRION began the New Year at her homeport of Charleston, SC in a holiday stand-down period. On 10 January, the crew on leave returned to normal inport duty. From the tenth through the twenty-first all hands helped bring all of the on board gauges and thermometers into calibration during SISCAL. Also during that time the Logistics Management Assessment (LMA) team was on board conducting a LMA assist visit to prepare the ship for an upcoming evaluation. On the weekend of the twenty-second, FAHRION welcomed back her selected reserves (SELRES) for a Naval Reserve Training (NRT) weekend underway. The month finished with the crew continuing LMA preparations and general upkeep inport.

FEBRUARY

The ship began the month inport Charleston. The crew was busy with final preparations for the upcoming LMA. On the fifth of February, FAHRION was underway in the Charleston Operating area for an NRT weekend. Returning to Charleston on the sixth, all hands made final preparations for the LMA.

For the entire week of 7 February, the LMA team was on board conducting a thorough evaluation of the ship's logistics management programs and the 3M readiness of every department. The evaluators inspected the maintenance programs for every division on board. The result was an outstanding evaluation and a job well done for all hands involved. However, FAHRION is not a ship to rest on her laurels, so the crew once again turned-to in preparation for the upcoming COMDESRON SIX Missile exercise (MISSILEX).

FAHRION once again welcomed her reserve component on 12 February for another reserve training weekend, steaming towards Mayport, FL. A brief stop was made in Mayport to debark the SELRES and FAHRION continued south en route Roosevelt Roads, Puerto Rico. On the sixteenth, the ship arrived in Roosevelt Roads, PR for operations briefs concerning the COMDESRON SIX MISSILEX.

Early on the seventeenth, the ship was underway in the Puerto Rico operating area with the USS YORKTOWN (CG 48) and the following DESRON SIX ships: USS ANTRIM (FFG 20), USS FLATLEY (FFG 21), USS SAMUEL ELIOT MORISON (FFG 13) and USS ESTOCIN (FFG 15) to participate in the MISSILEX. The following four days were packed with publication exercises, ship handling tactical maneuvering drills, gunnery shoots and a variety of other exercises and fast reaction drills. The MISSILEX culminated in

the firing of four SM-1 MR missiles. The whole crew watched with anticipation while FAHRION's combat system team tracked various incoming drone targets. Once the targets were in range, and batteries release was granted by the Commanding Officer, the firecontrolmen fired the missiles towards their target. All hands who were able to watch the missile shoot were in awe of the spectacular display of firepower demonstrated by FAHRION and the other units participating in the MISSILEX. The last firing was an awesome two-shot salvo which was a fine finish to a very successful missile exercise.

As a reward for an outstanding performance, the officers and crew of FAHRION steamed to San Juan, PR for a three day port visit. All hands were able to enjoy a variety of tours, sight-seeing and beachcombing. While still at sea and anchor detail stations on her departure from San Juan, FAHRION was tasked to assume a commitment for another squadron ship which had encountered engineering problems. So instead of heading north towards Charleston as scheduled, FAHRION turned east to Roosevelt Roads, Puerto Rico to await further tasking. Tasking shortly followed and FAHRION finished the month of February en route the Southwestern Caribbean Sea for counter-drug operations (CDOPS) under the control of Commander Joint Task Force Four.

MARCH

March started with FAHRION inport Guantanamo Bay, Cuba for a brief stop for fuel and to embark a U.S. Coast Guard law enforcement detachment (LEDET) before continuing with CDOPS. While on station, in their usual way, the crew pulled together and eagerly investigated all suspected drug carrying vessels. On the eighth, FAHRION anchored in Cartagena, Colombia for a brief stop for fuel. Once refueled and restocked with Columbian coffee and other foodstuffs, the ship returned to station in the Caribbean for continued CDOPS until 12 March.

From the 13th through the 15th, FAHRION set course for Charleston where eager family and friends were anxiously awaiting the crew's return. Instead of mooring at the Naval Station piers as usual, the ship continued up the Cooper River to the Naval Weapons Station for an ammunition offload. All hands helped FAHRION transfer her weapons for two days before returning to the Naval Station on the eighteenth.

FAHRION spent the remainder of March with all hands making preparations for the upcoming Selected Restricted Availability (SRA). On the 26th and 27th, the ship once again welcomed her selected reserves (SELRES) for an underway NRT weekend. The engineering department spent most of 28 through 29 February defueling all of the fuel tanks on board in support of the scheduled SRA. The last few days of March were spent with all hands supporting SIMA on board for a pre-SRA Intermediate Maintenance Availability (IMAV).

APRIL

The FAHRION crew continued with the pre-SRA IMAV. On the fifth and sixth of the month, CART I evaluators arrived to conduct their two-day assessment of FAHRION. The inspectors examined each divisional, departmental, and ship-wide training programs. The IMAV continued until the seventeenth of April.

On 18 April 1994, the SRA officially began as the officers and crew welcomed the employees of Braswell Shipyards Inc. The remainder of April was spent in SRA, with extensive work being performed by the crew, SIMA Charleston and the shipyard workers.

MAY

The entire month of May was spent inport Charleston undergoing SRA. On the weekend of the fourteenth, the SELRES returned to participate in a rare inport reserve training weekend. From the 23rd through the 27th, the engineering department was paid an industrial visit by the Engineering Training Group (ETG) representatives from Afloat Training Group (ATG) Charleston. ETG spent the week reviewing material readiness, departmental training and damage control procedures. May ended as it had begun, with the continued industrial work of the SRA. The following are a few of the major jobs that were conducted during the SRA: all of the main deck surfaces were brought down to bare metal and re-surfaced, the intakes for the gas turbines were accessed, inspected and cleaned, the resilient mounts on the gas turbine modules were replaced and a new intraship telephone system was installed.

JUNE

June began with the ship continuing her industrial SRA. As the crew and shipyard workers took FAHRION into her last month of SRA, most of the jobs were beginning to come to fruition. All last minute jobs and repairs were helped along by a concurrent SIMA IMAV, which was scheduled from the fifth through the seventeenth of June. All hands welcomed the end of the SRA on 17 June. It had been a long few months, with often less than desirable working conditions, however, the crew made it through the SRA with the end result being a more prepared, combat ready ship. The ship conducted sea trials following the SRA to test the readiness of the engineering plant and the ship.

On the eighteenth of June, FAHRION was underway for the first time in almost three months. With the SELRES complement embarked, the ship conducted an NRT weekend en route Norfolk, Virginia. Upon arrival in Norfolk, FAHRION embarked ten midshipmen, who were going through surface week of Core Training

of Midshipman or CORTRAMID. With the midshipmen embarked, FAHRION, along with USS ASHLAND (LSD 48) and USS MISSISSIPPI (CGN 40), conducted evolutions in the VACAPES oparea. The midshipmen were able to get a sample of the surface navy and observe the life of an officer at sea. During the final two days of CORTRAMID, Army OH-58 helicopter pilots flew out from Norfolk, VA to gain their deck landing qualifications (DLQ's). We would see this particular squadron again in the future.

On the 25th of June, FAHRION once again conducted an NRT weekend on the way back to Charleston from Norfolk. After a day inport Charleston, FAHRION headed up the Cooper River to Charleston Naval Weapons Station on the 28th. Although the ammunition load was scheduled for two days, FAHRION's hard working crew was able to get all ammunition, torpedoes and missiles aboard in one day. The last day of June was spent underway from Charleston en route Eastport, Maine.

JULY

The first two days of July were spent en route our port visit in Maine. After steaming more than 24 hours in dense fog off the New England coast, FAHRION was welcomed by a large crowd in the small town of Eastport, ME on the third. The crew spent the third through the fifth inport Eastport for Independence Day celebrations. All hands were able to enjoy the local hospitality. There were parades, dinners, games and dances for all to enjoy. All hands had a great time in Eastport and were given a fine farewell on the fifth. Before returning to Charleston, FAHRION had one more mission to accomplish. FAHRION and USS HAWES (FFG 53) were directed to assist with the commissioning ceremonies of USS RHODE ISLAND (SSBN 721). After a brief stop for fuel at the Melville piers, FAHRION was pierside at NETC Newport the seventh and the eighth as a participant in the ceremonies. By chance, this provided an opportunity to renew ties with Admiral Fahrion's family, as Mrs. Kathleen Jenkins, ADM Fahrion's niece, her family and guests visited the ship following RHODE ISLAND's commissioning. This was the first opportunity since FAHRION's commissioning that she had the pleasure to visit the ship named after her uncle.

FAHRION departed Newport on the 9th to return to Charleston. On the way back, FAHRION answered a call for assistance and directed a U.S. Coast Guard vessel and helicopter to the site of the emergency. In addition, the cremains of veteran PFC Francis R. Murray, USAF were scattered at sea, during a ceremony conducted on the flight deck. FAHRION returned to Charleston on the eleventh to spend some quality time with loved ones and to prepare for a deployment to Haiti.

From 12 through 15 July, CART II inspectors were on board to assist in evaluating the readiness and training of the ship in preparation for the upcoming TSTAs. Following one last weekend inport, FAHRION departed Charleston on the eighteenth to report for duty off Haiti.

On the 21st of July, the ship returned to Haitian waters to support the United Nations' force in Operation SUPPORT DEMOCRACY. On 23 July, FAHRION embarked a three plane detachment of OH 58(D) Kiowa Warriors, U.S. Army light, armed reconnaissance helicopters. The aircraft, from 4/2 Armored Cavalry Regiment, the same detachment that conducted DLQ's in June, were specially configured to operate at night and would be an important asset during Operation SUPPORT DEMOCRACY. On 25 July, eight midshipmen were embarked for their Midshipman Summer Training Program. FAHRION spent the remainder of July querying and subsequently boarding any suspect ships in the vicinity of Haiti. Operation SUPPORT DEMOCRACY was to continue well into the next month for FAHRION.

AUGUST

FAHRION spent the first two weeks of August patrolling the waters off Haiti. On 10 August, FAHRION was visited by VADM Johnson, Commander Joint Task Force One Two Zero (CJTF 120). He provided his perspective on JTF 120 missions to officers and crew. On 14 August, FAHRION was dispatched to render assistance to a vessel off the southern coast. Motor vessel Aline, with six crewmembers on board, was found disabled and in distress. The vessel was drifting perilously close to shoal water. FAHRION embarked a six man team, with an interpreter, to attempt repairs to their engine. While repairs were being attempted, and due to impending nightfall, M/V Aline was taken under tow to prevent the vessel from drifting ashore with possible loss of life. Manning the towing rig throughout the night, sunrise found M/V Aline's crew well fed by FAHRION's galley and out of danger. FAHRION sent additional engine repair personnel over to M/V Aline, who soon discovered the primary cause of the engine failure. Repairs were made and M/V Aline was cast off to return to the port of Jacmel. FAHRION's professionals conducted the dangerous evolution flawlessly. A Bravo Zulu message was received from Commander Task Force One Two Five, RADM Wright, noting FAHRION's superior seamanship and quick response prevented the loss of life and property. FAHRION crewmembers took justifiable pride in their accomplishment, providing assistance to this disabled vessel and endangered crew.

Her mission as part of Operation SUPPORT DEMOCRACY now finished, FAHRION was scheduled to proceed to Guantanamo Bay, Cuba to conduct Limited Team Training (LTT). However, FAHRION

received urgent tasking to proceed to the Straits of Florida to intercept and rescue Cuban migrants, during the Enhanced Cuban Mass Migration. FAHRION transferred the embarked U.S. helicopter detachment ashore before proceeding at full speed towards the Straits. While on station, FAHRION received a total of 781 Cuban migrants on board, picked up in the Straits of Florida or transferred from Coast Guard units, for further transfer to safe haven at Naval Station Guantanamo Bay, Cuba. This unexpected mass of humanity, from babes in arms to eighty year old grandmothers, crowded on the decks of FAHRION, imposed some special problems for the crew. Feeding, sanitation and security became primary mission areas as we sailed for safe haven. Many of the migrants were suffering from hunger, exposure and dehydration and a twenty four hour emergency room was set up in the helicopter hangar to handle the casualties. Once in Guantanamo, the migrants debarked and were transported to the tent cities that had been set up for them. The entire process was conducted flawlessly, without incident or injury.

The last week of August was spent in and out of port in Guantanamo Bay in support of LTT. The training was extremely rigorous and tiring to all involved. Every day started early and ran late. The crew was tested to the limit in all areas. Seamanship, damage control and engineering were the areas where the emphasis was placed. As part of the Tailored Ship's Training Availability (TSTA I), LTT was an invaluable training aid for the ship. Training continued through the last day of August.

SEPTEMBER

September first and second saw more LTT evaluations for FAHRION's crew. The crew finally got a break with a port visit to Montego Bay, Jamaica for the Labor Day weekend from the third through the fifth. All hands relaxed at the beach and hotel to recharge their batteries for the remaining two weeks of LTT. Following that brief respite, the final two weeks of LTT were spent in intensive training, culminating in the total ship survivability drill, where the crew fought a major conflagration while simultaneously combating flooding and other casualties. FAHRION met all the TSTA I objectives, finished LTT with high scores and favorable critiques in all areas. On the sixteenth, FAHRION departed Cuba en route a much awaited homecoming in Charleston, South Carolina.

Upon return to homeport, family and friends greeted FAHRION pierside. But there was to be no rest for the weary, as FAHRION immediately continued TSTA I training, with the emphasis now on combat systems training. During the last two weeks of September, the CIC watch team was drilled in AAW, ASW and ASUW scenarios. All combat watchstanders received valuable basic training which would prepare them for the more advanced and intensive training that would follow during TSTA II and III.

OCTOBER

October began with FAHRION inport Charleston for upkeep. RADM L.N. Oden, with family and friends, took the opportunity one Sunday morning to visit FAHRION, shortly after the Admiral assumed his new job as Commander Naval Base Charleston. He was favorably impressed, as were the other visitors, in the material condition of the ship and the friendliness and professionalism of the crew. The crew had two weeks to catch up and spend some time with family before departing once again. Although inport, the crew continued rigorous combat systems training for the upcoming COMDESRON SIX MARWAREX 1-95 and TSTA II. On the 13th of October, FAHRION took in all lines and departed Charleston en route Mayport, FL.

On Friday the 14th, the ship arrived in Mayport. The crew spent the evening on the town enjoying themselves for one last night before getting underway again for the MARWAREX. On the morning of the 15th, FAHRION welcomed her SELRES complement for an NRT weekend that ran concurrently with the first part of MARWAREX. This turned out to be an excellent opportunity for the reserves to hone their skills while the ship participated in various multi-ship exercises. On Sunday, the reserves were debarked in Mayport and FAHRION continued with MARWAREX. For five days FAHRION and other ships of DESRON SIX, USS ANTRIM (FFG 20), USS CLARK (FFG 11), USS ESTOCIN (FFG 15) and USS FLATLEY (FFG 21) participated in events ranging from publication exercises, division tactical maneuvering drills and visual signal drills to actual torpedo firings. FAHRION's combat team trained hard for the torpedo firing exercise. FAHRION fired two torpedoes in two separate simulated attacks. As always, Team TWENTY-TWO performed their task with utmost professionalism and ability. Both torpedo shots were later evaluated as hits.

With MARWAREX concluded on the twenty-first, FAHRION headed back to Charleston to begin preparations for the upcoming TSTA II combat systems training and Operational Propulsion Plant Examination (OPPE). FAHRION returned on Monday the 24th just in time to participate in the Surface Warfare Training Week (SWTW) sponsored by COMNAVSURFGRU CHARLESTON. FAHRION was able to make an excellent showing in a majority of the competitions held during the week, despite a lack of inport time for preparation. Following the SWTW competition, the last weekend of October was spent preparing to get underway on the 31st for training with the Engineering Training Group (ETG).

FAHRION was underway on the last day of the month with ETG personnel embarked to train, conduct drills and evaluate FAHRION's engineering level of knowledge, material readiness, damage control readiness, and administration management.

NOVEMBER

FAHRION opened the month underway, with the engineers being run through their paces by embarked ETG members. They received valuable training that would prove priceless during the OPPE. On the 5th, FAHRION embarked her SELRES for an NRT weekend, during which the engineering training continued. On Sunday the sixth of November, FAHRION pulled back into Charleston from the last underway period until the Propulsion Examining Board (PEB) arrived to conduct the OPPE.

The remainder of the month found the entire crew working many hours in preparation for OPPE. In addition to the engineers running drills and repairing equipment, personnel from the other departments were organized into a fast action repair team, painting, cleaning and preserving the main and auxiliary engineering spaces, allowing the engineers the opportunity to devote to their available time to training and increasing their level of knowledge. A three week Intermediate Maintenance Availability (IMAV) was conducted by SIMA Charleston to fix any last minute engineering discrepancies that might inhibit the start or the conduct of the OPPE.

FAHRION welcomed the OPPE team, led by the Senior PEB examiner CAPT Gurke, on the 29th of November. PEB spent the first day evaluating the material condition of the engineering spaces and systems, ensuring the engineering plant would support the examination. Any discrepancies discovered were quickly rectified by the fast action response team. FAHRION was ready to conduct the operations phase early the first day of the exam, and this set the tone for the rest of the exam. On the following day, FAHRION was underway for the operations phase of the exam. Basic engineering casualty control exercises (BECCE's), various engineering evolutions and a main space fire drill were all conducted under the watchful eye of the PEB.

FAHRION spent the last day of the month underway, with only one more day remaining in this grueling examination.

DECEMBER

The ship pulled in early on the first day of the last month for the final day of OPPE. PEB administered oral boards to the engineering watchstanders and completed their review of engineering safety, administrative and management programs, such as hearing conservation, legal records and diesel trend analysis. When the dust had settled, FAHRION had satisfactorily passed every part of the inspection and received an overall grade of Satisfactory.

The end of OPPE gave the engineering department some much needed rest. The focus now shifted to the combat systems department, which would now undergo a grueling schedule of daily warfighting scenarios, coordinated by our own Combat Systems Training Team (CSTT) and CSTG. During the weekend following OPPE, combat systems department personnel helped CSTG connect all electronic equipment from the 20B5 combat systems training van to the respective combat systems equipment on board FAHRION. Once all the electronic boxes were set up, the actual training could begin.

For the next two weeks, all combat watchstanders were run through a minimum of two scenarios a day, which included AAW, ASW and ASUW. At the end of the two weeks, FAHRION's combat team was another step closer to the readiness that would be needed during their final evaluation period (FEP) in 1995.

On the sixteenth, FAHRION conducted a safety stand-down for the upcoming holiday period. All crewmembers were ready for a break after a very busy year with a rigorous schedule. On the 17th a large portion of the crew went on leave to visit family and friends in other parts of the country. Those who remained were able to enjoy a holiday upkeep schedule which maximized liberty for those members remaining in the Charleston area, while keeping FAHRION clean, safe and ready for upcoming events in the new year. On the 28th all hands returned for a day of turnover so the remaining crew members who had not yet taken leave could do so.

Continuing what has become a FAHRION tradition, FAHRION was recognized during the annual Naval Base Charleston Christmas lighting competition. This year, "Festive FAHRION" was cited for having the most original holiday display. Judging was conducted by RADM A.J. Krekich, RADM L.N. Oden, CAPT V.Z. Froman and CAPT O.W. Spahr, III, COMCRUDESGRU TWO, COMNAVBASE, CO NAVSTA and COMNAVSURFGRU CHARLESTON respectively.

After a very busy and successful year, FAHRION said good-bye to 1994 pierside Charleston Navy Station. The crew could look back proudly on a year of many triumphs and successes, due in a large part to their never-ending, tireless devotion to duty and commitment to excellence.